(c) if not, the plans to help the Shipyards?

THE MINISTER OF SURFACE TRANSPORT (SHRI RAJNATH SINGH): (a) There are four public sector shipyards under this Ministry namely Hindustan Shipyard Ltd. (HSL) Visakhapatnam. Cochin Shifard Ltd. (CSL), Cochin, Hooghly Dock and Port Engineers Ltd. (HDPE), Calcutta, Barring Cochin Shipyard Ltd., other shipyards have been incurring losses.

(b) Shipyards have not been able to attract adequate orders for productivity and sustenance.

(c) (i) Government had brought into force in 1997, the shipbuilding subsidy scheme for a period of five years.

(ii) Government also restructured the capital base of Cochin Shipyard Ltd. and Hindustan Shipyard Ltd., in 1993-94 and 1997, respectively.

(iii) Short-term action plan for revival of HDPE was evolved in 1994, which is under implementation.

(iv) Till such time shipyards get adequate orders, they have been asked to increase ship repair turnover.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Legal Expenses Paid by AIR India

1989. SHRI C.O. POULOSE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the total number of legal employees in the AIR India and the amount of levy paid to Bhasin and Company on account of legal expenses per annum;

(b) the total number of legal cases pertaining to Air India pending in the Consumer Courts, Labour Courts, Lower courts, Station-wise Conciliation cases and Supreme Court, High Courts, Delhi/Mumbai; and

(c) whether Air India Management has thought of any methodology to eliminate these expenses so that losses of the company can be curtailed?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Air India has only two officers regularly appointed for

dealing with legal matters. Since it does not have a full-fledged legal set up, legal cases are entrusted to Retainers/Lawyers on case to case basis, taking into consideration the complexity/importance of the matter.

The legal fee paid to M/s. Bhasin & Company during 1998-99 was Rs. 1,56,17,641 excluding expenditure incurred for hotel accommodation, outstation allowance, car hire charges, etc.

(b) The total number of legal cases pending in various courts as on date are 843.

(c) Air India has advised their Stations to settle the consumer matters and passengers liability cases at Station level expeditiously without incurring high legal cost. In order to curtail the legal expenses, the panel of lawyers is being expanded.

Shortage of trollies at Airports

1990. SHRI SATISHCHANDRA SITARAM PRADHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any shortage of luggage trolley at the airports in the country, especially at Mumbai;

(b) if so, the reasons therefor; and

(c) whether any rackets are functioning at the airports?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) and (b) There is no real shortage. At times, when there is a bunching of flights, then only shortage of trolleys is felt at the International Terminal at Mumbai Airport. This is compounded by the slow retrieval of the trolleys from the various areas of the airport.

(c) No such reports appear to have been received.

Shortage of Cabin Crew in IA

1991. SHRI VAYALAR RAVI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines are facing cabin crew shortage;